DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 16, Number 3; Summer 1999

DMC
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READY FOR TAKE-OFF

NORTH CAROLINA COAST • ROUTE 66 • CAR SHOWS

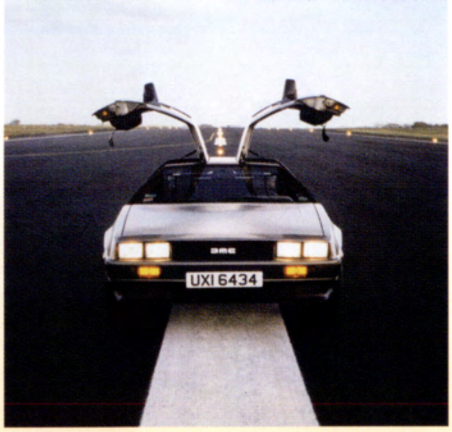
OKTOBERFEST

DELOREAN EXPO '99 / OCTOBER SEVENTH THROUGH TENTH / ST. LOUIS

Photo courtesy St. Louis Convention & Visitors Commission

DeLoreanWorld

DeLorean World, Volume 16, Number 3; Summer 1999



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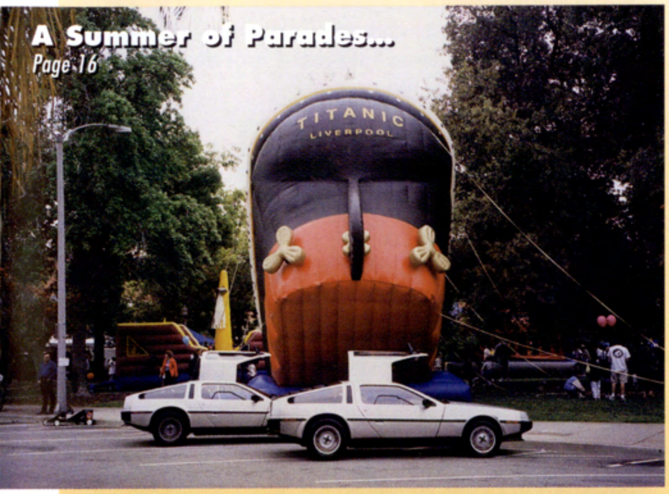
Wings on the runway at Belfast International Airport in Belfast, Northern Ireland (see story on page 35) Photo by Robert Lamrock



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PRESIDENT'S MESSAGE

By Linda Porter

THE JOYS OF BEING A DELOREAN OWNER...

Off and on, over the years, I've noticed that if I drive my DeLorean when I go out to a restaurant, the car always attracts plenty of attention from the parking valets. I've recently come to the conclusion that I should always drive it and have it valet parked.

In the past two weeks I've driven the car to three different restaurants in the San Diego area. Each time, I've left it to be valet parked, and each time when I've come outside to get my car, there it is, right by the front door of the restaurant. One time, the valet had even put parking cones in the spot next to it so that another car could not park there. Last night as I tipped the young man, I thanked him for taking such good care of my car. "No problem", he replied. "We made plenty of money off it ... we charged people to look at it!"

MEET ME IN ST. LOUIE...

Oktoberfest Expo '99 is almost here. I'm excited to be returning to that lovely city on the mighty Mississippi. Weather should be pleasant, I've been told. I have to admit, I've only visited in the summer, when it's warm and humid. My last visit was made even more interesting by a tornado warning. People wonder how we can live in California with the threat of earthquakes. I wonder about those tornados! October isn't tornado weather.

BUYING A DELOREAN: PART II...

Roger Vanatter is back in this issue with the second part of his DeLorean buying odyssey. Not everyone at home was as thrilled with his new purchase as he. And then, of course, there are those things you never see on first inspection of the car. Part three will be coming folks. Who knows? Maybe it will be followed by a made-for-TV-movie.

JAMES BOND, WHERE ARE YOU?...

Kyle Franklin of Missouri tells us of his DeLorean and all the gadgets he has outfitted it with. I'm sure he hasn't any problems with tailgaters, at least not more than once.

DELOREANS ON THE MOVE...

These cars do get out and about. David Sontos of Virginia drove his on a trip along the historic North Carolina coast. David and Mary Lou Knudson take theirs on a Fun Run along historic Route 66, and Shane Chrisbie tells us of his experiences with his DeLorean in a rallye in Ireland.

SPEAKING OF IRELAND...

Check out the photograph of Robert Lamrock's DeLorean. Robert is in the picture too, right next to Miss Northern Ireland.

ENGINES AND HEARTS RACED ON AMELIA ISLAND...

Dr. Bill Massey takes us to another one of those fabulous concours he attends. This one is on Florida's fashionable Amelia Island.

YOUR DELOREAN COULD SAVE YOU MONEY!...

Some states might consider your DeLorean to be of historical value. What does that mean to you? This article will explain why that may be a good thing.

There are many other articles and items of interest in this issue of DeLorean World, so be sure to look them over. Maybe something you read here will spark an idea for YOUR DeLorean article.

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city / town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

SEPTEMBER

1-7

Auburn, IN – **Auburn Fall '99** – 29th Annual Classic Car Auction, car show, car corral, swap meet, folk art & antique show. Kruse International. I-69 @ I-26. Info 800-968-4444 www.kruseinternational.com

11-12

Palo Alto, CA – **British Car Meet** – 21st Annual, El Camino Park. Saturday: 8:00 a.m. "Brunch Cruise to The Sea", Free w/optional brunch info: British Car Magazine 650-949-9680/ BritCarMag@aol.com Sunday: 9:00 a.m., Car Show, $20.00 at gate. 800 cars/food/live music. Info: Rick Feibusch, 310-392-6605 rfeibusch @loop.com

12

Des Plaines, IL – **Chicagoland British Car Festival** – Participant's Choice Show, Autojumble (parts sale). Fee: $15 by Aug 27, $20 at gate. Info: William Pyle 630-773-4806 wsk@elanengr.com

12

Sterling Heights, MI – **Battle of the Brits** – 17th Annual. Michigan's largest display of British cars and Motorcycles. Awards in 25 judged and 12 people's choice classes. Each car receives T-shirt & Dash Plaque. Fee: $15 by Sep 1; $20 at gate. Info: Sue Snyder 810-979-4875/snydley @home.com

16-19

Charlotte, NC – **AutoFair** Largest Collector Car Flea Market in Southeast Antique, Classic & Special Interest Car Show on Saturday. Marque Car Club Exhibits & Auto Art Sat. & Sun. Lowe's Motor Speedway 704-841-1990

17-19

Bennington, VT – **Antique and Classic Car Show & Hemmings Motor News Open House** – Free refreshments, live music, office tours, display of HMN's fleet of vintage vehicles. Swap/Flea Market: Fri-Sun, Car Show: Sat-Sun Open House: Sat, 4-7 p.m., General Admission $5/day; $12/3-day-pass. 8AM-4PM. Info: 802-447-3311

17-20

Stowe, VT – **British Invasion** – People's Choice, 40+ classes, Concours d'Elegance, Car Corral, Driving Tour, Yankee Candle Car Museum Display, British Pub & Food Tent. Mike Gaetano, 508-497-9655 or Chris Francis, 802-253-5320, www.britishinvasion.com

18

Saugus, CA – **'Oldies and Goodies' Classic Car, Truck & Motorcycle Show** – 4th Annual. Hundreds of vendors, cars, trophies and raffles. Saugus Speedway, 22500 Soledad Canyon Rd. 805-259-3886

18-19

Avada, CO – **Colorado English Motoring Conclave** – Participant's Choice Show/Rallye. Info: Brian Serff 303-750-5746 (home) or 303-755-1399 (work).

18-19

Richmond, VA – **British Car Days** – 15th annual event. Participant's Choice Show/Rallye Largest gathering of British Cars in the state. 350 cars and a few planes. Info: Dennis Urick 804-527-3934/adurick.mg @worldnet.att.net

19

Riverside, CA – **Show & Shine** – Open to all European Cars. British Motoring Club of the Inland Empire. 2-5 p.m. Capone's Pizza, 10530 Magnolia Ave. 909-689-6341

19

Chesterland, OH – **Alpine Valley British Car Show** – Participant's Choice Show. Info: Wayne McCoy 330-854-5502.

24-26

Indianapolis, IN – **Indy British Motor Days** – Friday: Registration/Hospitality; Saturday: Tech sessions/Fun Rallye/Awards banquet; Sunday: Participant's Choice Show/Swapmeet Info: Tom Beaver, 1580 E. 101st St. Indianapolis, IN 46280/Phil Needham 317-227-7555/pneed @webtv.net

25

Topping, VA – **Wings and Wheels '99** – at Hummel Airport (W75) 9:00-3:00 Antique and classic aircraft along with British and European classic cars. Chesapeake style food, arts, and crafts vendors. Fly-by's. Awards. Info: Innovative Restorations, P.O. Box 189, Topping, VA 23169/804-785-2753

30-Oct 2

Memphis, TN – **British Car & Cycle Fest** – Participant's Choice Show/Rallye/Self-guided driving tour/Tech Sessions. Whispering Woods Hotel Fee: $40 Info: Jim Hofer 800-344-9683/cogito@mail.vantek.net or Bill Cravens 901-757-9958 bcravens@earthlink.net

OCTOBER

1-3

Las Vegas, NV – **Super Run '99** – A classic car experience. 5465 Desert Point Drive. 702-739-0040 www.lasvegassuperrun.org email: superrunl_v@aol.com

1-3

Waynesboro, VA – **British Car Festival** – Participant's Choice Show. In conjunction with the Waynesboro Harvest Festival. Info: Michael Brittingham 540-456-8436 (home) 804-823-4314 (work)/fmb4p@virginia.edu

2

Fairhope, AL – **British Car Festival** – 9th Annual, Fairhope Beach (eastern shore of Mobile Bay). Participant's Choice Show/Rallye Fee: TBA Info: Rodney McDonald 334-626-6289/mcdonald2@dibbs.net

3

Bonsall, CA – **San Diego British Car Days** – 20th Annual. Fairbrook Farm, 4949 S. Mission Rd. 760-746-9028

3-4

Evansville, IN – **Kruse Auction / "My Classic Car" Autofest'99"** – Roberts Stadium. 2-day car show, swap meet, & car corral. Kruse: 800-968-4444; 800-MYCLASSIC www.myclassiccar.com

7-10

St. Louis, MO – **DeLorean Expo '99 – Oktoberfest** – Car show, Tech Seminars, Product Fair, Dinners and more. Headquartered at Regal Riverfront Hotel DeLorean Owners Association, Joan Truscott Phone/Fax 805-964-5296

9

Lemoore, CA – **Cars in the Park** – 10AM-5PM Lemoore District Chamber of Commerce, 559-924-6401 email: exec@lemoorechamber.com

9

Placentia, CA – **Heritage Days Car Show** – 13th Annual. Kraemer Park. Sponsored by the City of Placentia. 714-993-8232 or 714-524-7733 or 714-528-3326

10

Los Angeles, CA – **LA British Car Meet** – Woodley Park, Van Nuys. People's Choice awards in 5 classes. Food/Music/Vendors. Fee: $20 at the gate/ spectators & parking free. Info: Rich Feibusch 310-392-6605/rfeibusch @loop.com

15-17

Natchez, MS – **Brits on the Bluff** – Concours. English Motoring Club's premier event. Coincides with Natchez's Fall Pilgrimage Tour of Antebellum mansions and Hot-Air Balloon Festival. Awards & dash plaques. Fee: $20. Info: Terry Trovato 601-442-8684 (home) 601/442-1601 (work)/terryt@callon.com.

15-17

Spartanburg, SC – **EURO '99** – On the grounds of the BMW plant. Proceeds donated to Disaster Relief Fund of the American Red Cross. Autocross, plant tours, rallye, car show, food, music, vendors. Fee: per event Info: Wayne Cameron 864-220-2522 (home) 864-232-3876 (work)/wcameron@vantagep.com

16

Tampa, FL – **All British Field Meet & Autojumble** – 13th Annual. Picnic Island Park. Participant's Choice Show, Fee: $12/car, $15/vendor. Rain or Shine. Info: Marion Brantley, Jr. 727-867-7129/MBran89793@aol.com.

16-17

Chino, CA – **British Car Display** – British Motoring Club of the Inland Empire. Held during the 1999 Scottish Clan Gathering and Highland Games. Lake Prado Regional Park. 16700 S. Euclid Ave. 909-679-8924

23

Florence, AL – **Brits at the Renaissance Faire** – Participant's Choice Show. Held in conjunction with Alabama Renaissance Faire at the Suntrust Bank parking lot. Info: Blake Wylie 256-767-0116 /bwylie@hiwaay.net

NOVEMBER

6-7

Santa Maria, CA – **Classic Car Street Rod Show & Swap Meet** – Santa Barbara Fairgrounds. By "Unforgetables Events" 800-680-6080

13-14

Pleasanton, CA – **Get-Together** – Pleasanton Fairgrounds. All years cars and trucks, huge swap meet. Good Guys Rod and Custom Association 925-838-9876 fax 925-820-8241 www.goodguysgoodtimes.com

DECEMBER

4

Palm Springs, CA – **Festival of Lights Parade** – DeLorean owners from Southern California will participate for the 4th time in this annual nighttime parade. All entrants must be decorated with white xmas lights. Info: Mimi Breer 626-798-6279, fax: 626-798-9764, email: hbreer@ix.netcom.com

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Balboa, CA – **Turn of the Century Car Show** – the last car show of the 20th century. Balboa Peninsula Park–at the Balboa Pier.

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[http://www.DeLoreanStore.com]

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SPRING SPECIALS AND NEW ITEMS

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059	**Back From the Future Video**. 30-minute historical video of factory, early prototypes, gold-plated DeLorean and much more. Produced by Robert Lamrock of Ulster TV. VHS for US only	**$29.95**
110	**DeLorean–The Car and The Company video**. 42-minute technical talk from Eurofest '97 by Mike Loasby. VHS for US only	**$29.95**
110S	**Video Special** – 059 and 110 videos together	**$50.00**
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109	**Stainless Steel Travel Mug** with DeLorean car and DMC logo. 16oz., stainless inside and out, black lid with 'o'ring seal. **NEW!**	**$19.95**

DELOREAN MOTOR CAR ITEMS

101	**15th Anniversary Collector Plate.** Limited Edition numbered plate with DeLorean on the front and inscription about the marque on the back. **Only 4 of 100 remaining**	**$50.00**
102	**Henley Sport Shirt.** White cotton 3-button shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **L, XL & XXL**	**$25.00**
103	**DeLorean Motor Car Mock Turtle Shirt.** New white long sleeve cotton shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **M, L, XL & XXL**	**Reduced! $20.00**
104	**Short Sleeve Tee Shirt.** Same design as on Henley & Mock Turtleneck shirts **M, L, XL & XXL**	**$15.00**
105	**DeLorean Motor Car Mouse Pad**	**$10.00**
107	**1981 DeLorean Wiring Diagram.** Large 22" x 34" poster with separate legend index. Mount on wall or use in the garage	**$15.00**
068	**"DeLorean Gold Portfolio"** book	**$24.95**
052	**DeLorean 5" x 7" Note Pad** 50 sheets with DeLorean car at the top	**$1.60**

ASSOCIATION LOGO ACCESSORIES

043	**Association Giant Umbrella.** 54" gray nylon with black logo. Black shaft and handle	**$20.00**
031	**Silver & Gold Car Badge...NEW!**	**$12.00**
031B	**Black Car Badge...NEW!**	**$8.00**
034	**Polished Brass Double Safety Keyring...NEW!**	**$9.00**
029	**Polished Brass Money Clip...NEW!**	**$6.00**
032	**Dash Plaque**	**$5.00**
033	**Leather Key Ring**	**$6.00**
018	**Embroidered Patch**	**$3.50**
024	**Cloisonné Lapel Pin**	**$3.50**
028	**Business Card Magnet**	**3 for $2.00**
065	**Member Window Decal**	**$1.25**

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ASSOCIATION SPORT APPAREL

003	**Members Only Sport Jacket.** Slate gray nylon with embroidered logo. **L, XL, XXL**	**$60.00**
004	**Association Car Coat.** This popular stone-washed canvas coat is roomy and comfortable with friendly broken-in feel. Sage color with embroidered Association logo. **L, XL**	**$40.00**
057	**Black Cotton Knit Sweater. M, XXL, XXXL**	**$28.00**
016	**Association Sweatshirt.** Black, **Silver** or white poly-cotton with large logo. **M, L, XL, XXL (XXL + $3)**	**$25.00**
010	**Polo Sport Shirt.** 100% cotton with embroidered logo. **Red only. Lg, XL** **Red and White. XXL**	**$28.00** **$30.00**
011	**Silver Polo Shirt.** Poly-cotton with embroidered logo. **L, XL**	**$20.00**
006	**Association Tee Shirt.** Black or Silver poly-cotton. **M, L, XL (XXL & XXXL + $3.00)**	**$12.00**
002NB	**Association Sport Cap.** Natural brushed 6-panel cotton twill w/ black brim.	**NOW Only $10.00**
002	**Association Baseball Cap.** Black, white, gray	**$8.00**

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051	**Quill Duratone Logo Pen.** Textured gray with Association logo on slant-top. **Sharp!**	**$12.00**
045	**Tote Bag.** Black with Silver/Red Logo	**$8.00**
062	**Black Ceramic Logo Mug**	**$8.00**
027	**License Frame** - "My Other Car is a DeLorean"	**$5.00**
055R	**Giant Logo Tumbler** w/ sipper. Red or Black	**$2.00**
054	**Bic Rollerball Logo Pen.** Charcoal	**$2.00**
053S6	**Silver Logo Stickers**	**4 for $2.00**

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DWTI	**DeLorean World Technical Index.** Index of all technical articles. **New!**	**$2.00**
DWTIPC	**DeLorean World Technical Index.** PC Excel file	**$5.00**
DWTIM	**DeLorean World Technical Index.** Mac Excel file	**$5.00**
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99 memorial run

Ireland's DeLorean

Photos and story by Shane Chrisbie - Fearmore, Ireland

Sunday, May 2nd, 10:55 a.m. It's 'D' day, time for the 'D'eLorean to make another public appearance!

We're participating in the "Norman Pratt Memorial Run", one of the most prestigious and biggest car rallies in the Republic of Ireland. It was named after the famous local man, Norman Pratt, who organized the first run of 16 cars in its first year into over 160 different vintage, veteran and classic cars this year. It starts and ends in the Royal County of Meath but also goes into Westmeath. Beginning in Kells (which is about 45 miles West of Dublin City), it travels through many towns and villages throughout the County of Meath and finally finishes up in Athboy at 5 o'clock for an evening meal.

I arrived for the run at the starting point in Kells at 10:00 a.m. to be exact but the 'D' was fashionably late! After my brother, Gary dropped me off, I took a look around the rest of the cars while waiting for my ride in the 'D'. The range of classic, vintage and veteran cars was very big. There was everything from a Jensen V8, an original S-type Jaguar, to an early 80's Corvette.

About 15 minutes later, the 'D' arrives. I am already jumping with excitement, with a promise of great things to come.

The driver of the 'D' is Mervyn Richardson from County Leitrim, who I had met before and gotten my first sight of a DeLorean in the "flesh". It was at this same event 4 years ago, that we chatted for awhile, but not for long as the rally was heading on its way. Mervyn who had brought his son Geoffrey then, very kindly let me have a ride in the car while Geoffrey went in another car.

This time, not to my surprise, I found a small group of onlookers wondering in awe of the car. They recognized it from the "Back to the Future" trilogy. I walked over to the passenger door and lifted that legendary gull-wing door — Wow! I thought, it gives you the sense of being in something truly unique and wonderful! Anyway, we moved out with the rest of the cavalcade and proceeded through the route.

The route took us by the scenic beauty of Meath as well as through the towns and villages. Large groups of people turned out in the countryside to see the cavalcade of cars and were hugely impressed by the sight of the DeLorean. Every time we met a group of people, we were greeted with ooh's and ahh's! From kids shouting "That's a funny car, Dad"! -up to the adults who were just plain puzzled. But what makes the specialty of DeLorean in the Republic is that it is very rare here and a lot of people are surprisingly ignorant of its origins even though it was made 'up the road' in Belfast.

We proceeded onwards through the route and stopped in a quaint village called Ballivor for a couple of minutes. Trophies for Best Car, etc. were given out. Mervyn's DeLorean headed to our first main stop at the town of Trim for about an hour. I was delighted as this is my hometown. All 160 cars parked in the car park of King John's Castle, which rose majestically in the background. Not only is this one of the biggest Norman castles in Europe, it is also where Mel Gibson filmed the movie 'Braveheart'. While it was parked there, I had the job of telling the people about the car. The usual popular misconceptions like, "Isn't it an aluminum body? Doesn't it have a Ford engine? How many were made?, which I was very happy to answer. But most people were just looking at it's amazing shape. Guigario did an excellent job as it was easily one of the biggest crowd pleasers of the rally — a role it seems it was born for.

It was time to move on again, this time to Tara and Athboy, our last stop. The hill of Tara has also got great historic importance as well as scenic beauty. It was the site where the ancient Kings of Ireland presided. We were treated again to crowds of people wondering and asking those same questions but also a few new ones thrown in, "Didn't they throw the dies into Galway Bay?", someone asked. I have noticed over the years the Irish show great interest in the car wherever it may be. This was shown when I was taking pictures, as I had to wait a long time until the crowds dispersed sometimes in order to get a clear shot of the car.

Alas, we were on route to our last stop, Athboy, where the drivers all welcomed the free evening meal in the Old Darnley Lodge Hotel before heading home.

However, it was the end of the line for me this year. My lift was waiting for me. I went to Mervyn and thanked him as much as I could for giving me one of the best days of my life so far. It was a thoroughly exciting day! I took one last long look at the DeLorean and headed home (telling myself that was time well spent). But the best thing of all was to see how well the DeLorean was greeted and accepted by virtually everyone. John Z's dream is still going strong in Ireland!

CONTROL PRESSURE REGULATOR

By David Bauerle,
Baurle Automotive, Inc., Radnor, Ohio

The Bosch CIS (Lambda) fuel injection system used on the DeLorean automobile is very similar to that used on many European built vehicles from VW to Mercedes-Benz. While being very dependable, these systems do have failures. One component that is often misunderstood is the control pressure regulator (CPR). Many call it the warm-up regulator because it only affects fuel mixture during the engine warm-up after a cold start.

The CPR controls the fuel pressure on the top of the plunger in the fuel distributor. By doing this, the fuel mixture can be varied. If the control pressure is low, the air valve will deflect further down and richen the fuel mixture. *Figure 2* shows the relationship between air flow and the pressure on top of the plunger. The air flow valve pivots at Point A. As the throttle is opened, the air pressure under the air valve is lower than atmospheric pressure on top. This causes the air valve to move down. Since it pivots at Point A, the control plunger is pushed upward. The higher the plunger moves, the richer the fuel mixture due to more fuel being sent to the injectors.

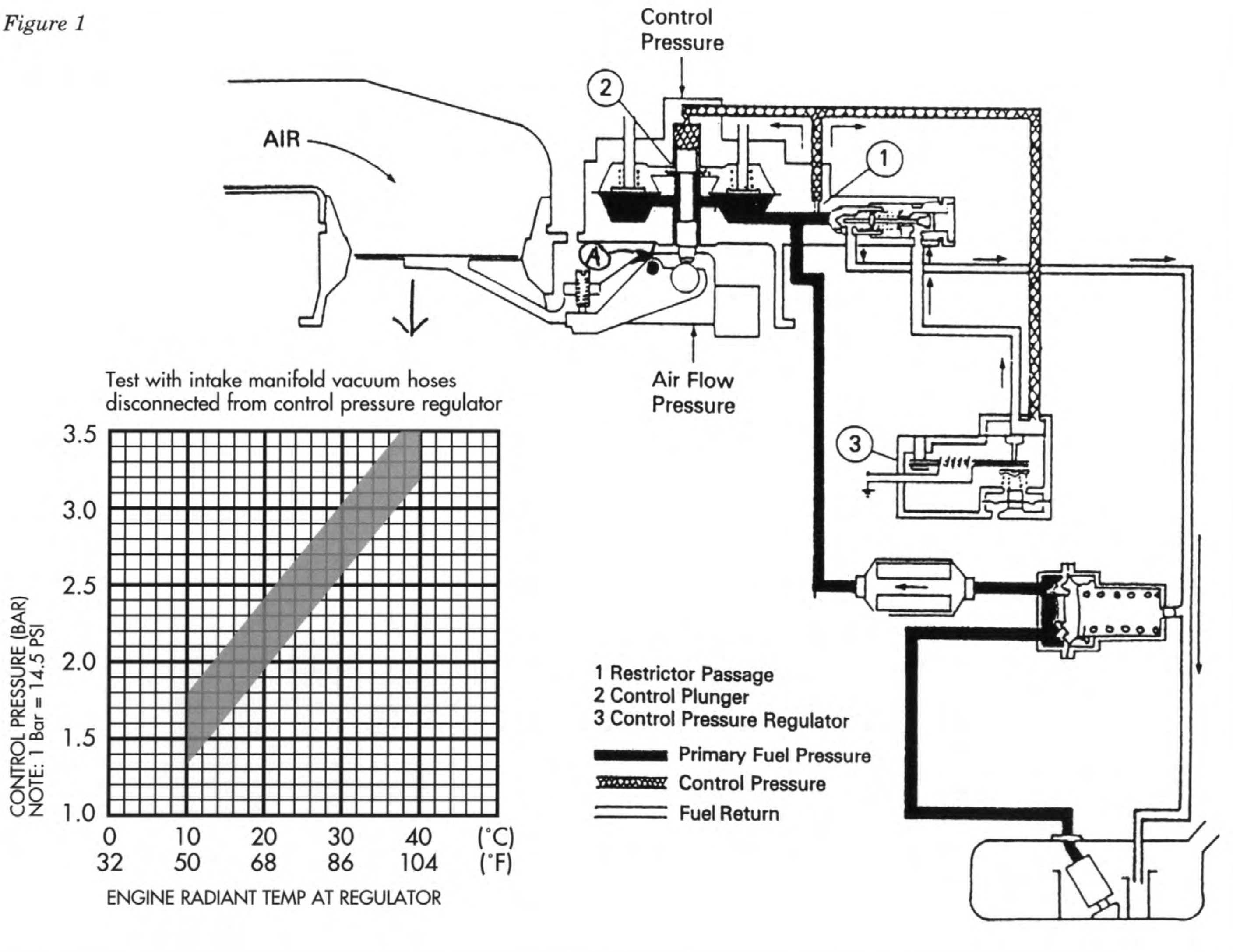
The CPR varies the control pressure two ways. The first is by engine radiant heat. When the engine is cold, the control pressure is allowed to bleed off and return to the fuel tank. This is controlled by a bi-metallic strip in the CPR. As the engine warms up, this bi-metal strip bends and restricts the amount of fuel that is bled off to the tank. This increase in control pressure leans the fuel pressure by restricting the movement of the air valve. The bi-metal strip is also heated by an electrical winding wrapped around it. When this heater is activated, the time for warm-up mixture change is reduced. This heater is controlled by an electric switch inside the CPR itself. See *Figure 2.*

The second way the CPR controls fuel pressure is by sensing a change in engine vacuum during acceleration. See *Figure 3.* Vacuum ports A and B are both connected to engine vacuum, but the vacuum signal to Port B is delayed up to 10 seconds. This allows the diaphragm separating the ports to deflect downward, reducing control pressure and richening fuel mixture for better acceleration. However, when the engine is warmed up, this acceleration fuel enrichment is not needed. Vacuum to both ports is turned off at 104F coolant temperature by the thermal vacuum switch located in the coolant distribution pipe under the intake manifold.

The CPR can only be tested by using a fuel pressure gauge connected in the line from the CPR to the center port of the top of the fuel distributor. The graph in *Figure 1* shows the relationship of temperature to control pressure. If the control pressure is not within the range shown and system fuel pressure is normal, then the CPR must be replaced. Typically the CPR fails in the lean mode. This will cause stalling and hesitating on a cold engine. If the CPR totally fails, it can even lean out the fuel mixture to the point to cause warm engine running problems.

The CPR is not difficult to replace. It is located on the left cam cover. They can be purchased new from various DeLorean parts suppliers. They can also be purchased remanufactured from Beck-Arnley. This is the same part as used on the early 80's Volvo with the B28 engine.

Figure 1


Control Pressure
2
AIR
1
A
Air Flow Pressure
3
Test with intake manifold vacuum hoses disconnected from control pressure regulator
CONTROL PRESSURE (BAR)
NOTE: 1 Bar = 14.5 PSI
3.5
3.0
2.5
2.0
1.5
1.0
0 10 20 30 40 (°C)
32 50 68 86 104 (°F)
ENGINE RADIANT TEMP AT REGULATOR
1 Restrictor Passage
2 Control Plunger
3 Control Pressure Regulator
Primary Fuel Pressure
Control Pressure
Fuel Return

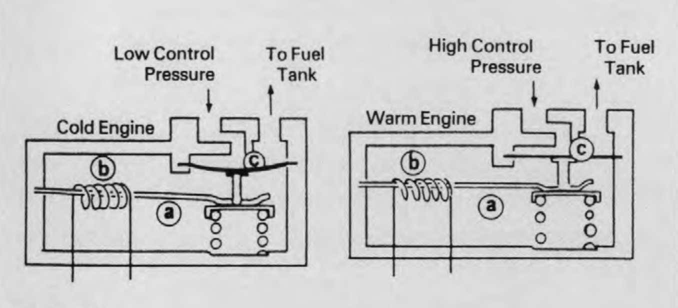

Low Control Pressure
To Fuel Tank
Cold Engine
b
c
a
High Control Pressure
To Fuel Tank
Warm Engine
b
c
a

Figure 2

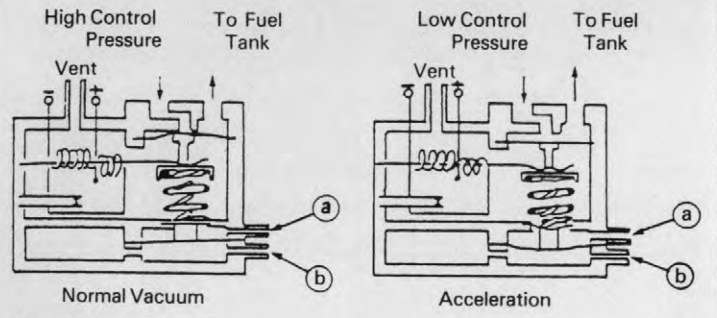

High Control Pressure
To Fuel Tank
Vent
a
b
Normal Vacuum
Low Control Pressure
To Fuel Tank
Vent
a
b
Acceleration

Figure 3

The JOYS OF Fix: Fixing & Repairing Your Dream

Baxter, thinking the author needs professional help – technical, that is.

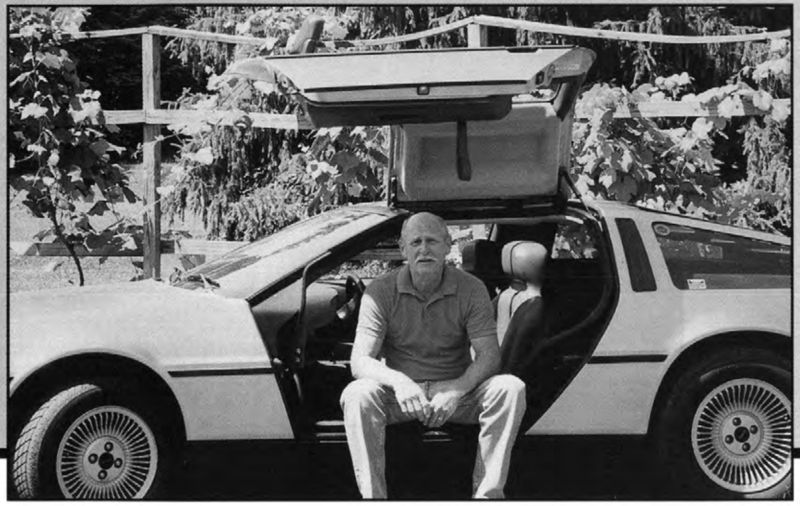
Part 2

By John Vanatter - Catlettsburg, Kentucky

This is the second in a three part series. Part 3: "My 40 Year Dream Comes True."

Upon arriving home with my first Delorean, I had failed to notice the interest in the car by an almost forgotten member of the family, Baxter. Baxter never has much to say, just watches and observes without much comment about things one way or the other. So it was this evening when my wife, Marty and daughter, Catherine inspected the car in the semi-darkness of the security lights from the garage. Their comments were favorable and polite but did not reflect the enthusiasm I had and had hoped from them. Nor had Baxter shown much interest. He silently stood back eyeing the lines of the car and then began to slowly move completely around it. Baxter appeared to be taking in every detail of the Delorean; the rich stainless steel luminously reflecting the shadows of the magic light of the night. The low silhouette was giving the car the appearance of full forward motion while setting in place. The simple fact was that it was in my driveway, it was my Delorean.

Needless to say, sleep did not come easily that night as I lay awake anticipating the morning light to allow me to clean and thoroughly inspect ever aspect of the car. Morning came slowly, too slowly!



The author thinking he needs professional help.

My wife left for work, my daughter for school and with the few morning chores I had to do out of the way, I backed the Delorean out of the garage so Baxter and I could begin our inspection as well as our renewed admiration for the car. Funny how the fever of first seeing a car allows you to ignore or reduce flaws to nothing to worry about until you have full ownership. Now, Baxter and I are faced with the need to correct all those new appearing faults.

We began to make a list: 1. Passenger toll window will not close completely. 2. Passenger door lock hard to operate. 3. Bonnet cable needs to be adjusted and excess fray wire trimmed away. 4. Dent in right front fender. 5. Rear speakers not working. 6. Wiper blades need to be replaced. 7. New tires needed. 8. Speedometer quit working on the way home. 9. Some lights not working in doors when open. 10. Not to forget the big problem; transmission not staying in high gear! That appeared to be my major headache.

Who could I trust to work on it without charging me more than I had paid for the car (plus have a transmission that would keep working after the repair)? The list goes on and on, as all car lovers know. There is no need to mention the full list here. Where to start would be the next decision.

Baxter and the author working on the car.

Luckily, I got a notebook with the car which was a tech upgrades manual and parts list. Even though the manual is not a repair manual, it provides a picture outline of all the functioning areas of the automobile. This can be somewhat of a help in knowing all the parts and pieces involved and what to disassemble. (Also it helps to determine where the leftover parts go when you think you have completed a repair job.)

Tackling the problems in priority, Baxter and I began with the speaker problem. Got to have tunes on the road, right? We lucked out and the repair was simple. Wires loose at the back of the radio connections. Fueled with this accomplishment, we proceeded to the lights in the doors and interior. Quickly we achieved success again. A fuse was replaced and that problem was resolved. Damn we felt as though we were top-notch mechanics!

The bonnet cable, no major problem either. However, we did need a new pull knob but we were able to make do with the faulty one until it could be replaced. Just needed to tighten the wire and secure it with the nuts and clamp. Baxter and I were on a roll. At that rate, we should have had our list of repairs out of the way in no time. (I know you believe that, or as the French say, pas possible?)

Now it seems we could solve several problems at once, the door locks, window not closing completely, and the difficulty in closing the passenger door. (All in one location and should not be that difficult.) After 4 hours into that project, Baxter abandoned me. I wish I could have left too but I do not have the wisdom of Baxter. I remain with sweat and well-chosen words working on the linkage for the door locks and window motor completely unaware of the many cuts I had acquired. I had not noticed the bleeding until I realized that spots and drips seemed to be everywhere. It took many more hours of bleeding and frustrating work on the doors, several full days to be exact, before I took the advice of Baxter and yelled "uncle". For those of you who may have not yet worked on a Delorean, be advised; cover all exposed edges with electrical tape or another type of thick tape to prevent the raw metal edges from cutting you. The car's filet knife edges will cut you like a fresh piece of meat being trimmed for the grill.

With my patience exhausted and no help from Baxter, my constant bitching wore the nerves of my wife thin. With her more than welcome advice, I agreed that she was absolutely right in encouraging me to seek professional help. In the front of the parts list notebook was two handwritten 800 numbers of part suppliers within the USA. One of the companies offered parts only, I assume since they made no offer to say that they could relieve my frustration by servicing the car. The second company, Delorean One not only offered the parts necessary to fix any and everything but stated that they had full service for

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The Joys of Fix: Fixing & Repairing Your Dream

... continued from page 11

the car plus pick-up and delivery.

The price of transportation needed to be considered. However, to drive the car from Kentucky to California seemed very risky and hauling it myself could not be done any cheaper than they were offering. Given a week of should I or shouldn't I, my wife (a woman who believes that plain words are easily understood) said, "Just call them! Get it fixed! I'm tired of listening to you griping and trying to fix it yourself!" Of course, then the frightening phrase, "Have you got the money to have it done?" I did and I didn't. It would be a stretch, especially not knowing all that may be required once the car had a complete inspection.

I bit the bullet and called Ed at Delorean One the next morning to schedule the pickup. He gave me a date and said that he would be in touch the week before to confirm and get directions and then again the day before his arrival.

The call from Ed had come in the evening of the day he had promised. He was to be at my house in the morning to pick-up my car. That morning, I sipped my tea and wandered around the yard, more like paced, anxious for his arrival. Finally the sound of a powerful motor and the crunch of gravel under a heavy load was breaking the crisp early morning April air. Over the knoll came the Delorean One truck and hospital white auto trailer. Ed had found our rural country home successfully. He stopped the unit in the road as I walked to meet him. We decided the car should be loaded there. Not enough room to enter the driveway and turn around. But first, to the house for some coffee for Ed and tea for me and a good heart to heart discussion of the do's and don'ts and the frustrations and joys of owning a Delorean. Ed's obvious knowledge is only exceeded by his enthusiasm for Deloreans. I readily felt good about giving up my Delorean to the safe-keeping and problem-solving of Ed.

He completed his paper work, contract for pending repairs, and a receipt for my car. I gave Ed the list of problems that I had composed for him and of course a check for transportation. We proceeded to load my car into his awaiting car transporter. To my surprise, I was not allowed to drive the car into the transporter but rather instructed to stop at the ramp so the car could be loaded by motorized cables to safely and slowly put it in a secure position for locking down. Before loading the car, a brief inspection of the inside of the transporter revealed a spotless black and white tile floor, gleaming white paneled walls, a state of the art security system, and all the tools that could ever be required to solve any emergency repairs to the unit.

My wife, Marty and I said our good-byes to Ed and my car as it drove down the road encased in the gleaming white transporter that would protect it until its arrival in California. Marty turned to me and said, "How do you know Ed is who he says he is and that he is not stealing your car? What guarantee do you have that you will ever see your car again? Maybe he just picks up cars all over the country, resells them and disappears".

"I have a receipt", I said. But the thoughts began. Will I ever see my car again? What if I had just been snookered? He seemed to be who I thought he was. Sounded the same as the person I talked with on the phone in California. Now, I was becoming doubtful. Is this a major scam of stealing cars across America? Marty, my doubting Thomas, had me going. As Ed disappeared out of sight, I dismissed Marty's raised doubts and felt secure that my car was in good hands and was destined to be returned regaled in all it's splendor as my "stainless steel steed". Having been raised in horse country it has always been stressed to me the importance of the horse you ride in on. (Could not resist good Kentucky humor).

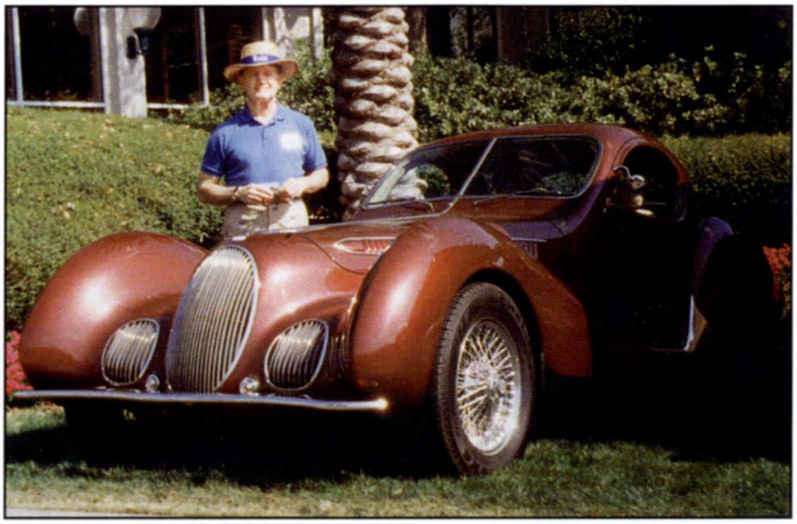
As fate would have it, my car would not be returned to Kentucky by Ed, but rather my forty-year dream would be realized. This I did not know at the time. Within several months, I would have more than one reason to be anxious to see my Delorean. By the way, Baxter never came around to meet Ed. He preferred to remain outside in the morning air. He did, however agree with the decision for Ed to take the car for a complete going over. His approval was obvious, as usual, as he lay in his favorite 4 x 4 swing, slowly wafting his tail and nodding with his ever approving Cheshire cat grin. I knew by his purr breaking the silence, the right decision had been made.

To be continued...

ENGINES AND HEARTS RACED AT THE AMELIA ISLAND

CONCOURS d' Elegance

Story and photos by Dr. Bill Massey - Williamsburg, Virginia



The author with the 1999 Rinspeed.

This year's Amelia Island Concours d'Elegance was held March 19-21, 1999 at the Ritz Carlton, Amelia Island, Florida. It proved to be one of the most stunning auto events in this country, rivaling the Pebble Beach concours, the standard to which all others are compared. "The Amelia" has evolved over its four-year history to attain world class status, setting a standard that makes it a must for all automobile enthusiasts. Having had the privilege of attending this spectacular event, I am pleased to share my impressions with you, fellow members of the DeLorean Owners Association.

Many of the world's vintage automobiles were exhibited on a scenic golf course alongside a white Florida beach at this beautiful resort. There were an estimated 10,000 spectators and greater than 200 classic and contemporary automobiles were shown at "The Amelia".

The living racecar legend, Carroll Shelby, and his automobiles from 1963 Cobras up to the new Shelby American 2000 were featured at the exhibit. "Ole Shel" himself was the featured speaker at a black-tie dinner sponsored by Mercedes Benz, at the Ritz Carlton. Shelby, now in his 70's, was most entertaining with his dry wit: "I had a heart transplant in 1990 and a kidney transplant in 1996; I've got more spare parts than a Mopar Store!" Shelby, who won at Le Mans in 1959, is still actively building stunning automobiles such as the Shelby American 2000.

One of a number of classic cars auctioned at the show was a Mercedes Benz 300SL gullwing coupe built forty-five years ago for General Juan Peron for $365,000.

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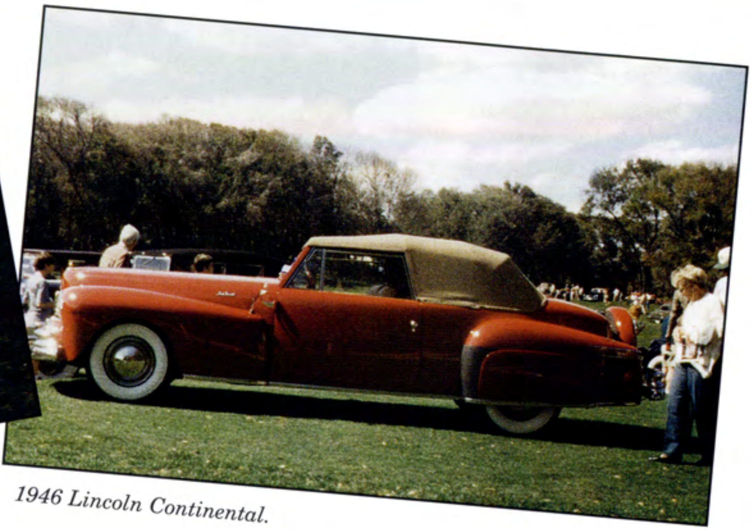
This gullwing coupe was, as you may know, the inspiration for the design of the DeLorean. I did spot two DeLoreans at the Ritz Carlton, both with Florida plates, but no DeLoreans were entered in the concours judging. I implore members of the DeLorean Owners Association who live in the Southeastern United States to enter the Concours next year. This would be an excellent opportunity to showcase the car and promote the Association. It will be held March 10-12 next year.

New Shelby American 2000.



1946 Lincoln Continental.

I was most moved by the 1946 Lincoln Continental Cabriolet, which was the first car I can ever remember from my childhood. The beau of my neighbor, Lilah, would take Lilah and me for Sunday afternoon drives in his Lincoln Continental. What a thrill for a ten-year old boy who was to become a car nut! One of my favorite exotics at the show was a 1999 Rinspeed, a replica of a 1938 Talbot Lago. I first saw this car at the Geneva Car Show in 1996 and loved it! The coupe is handmade in West Palm Beach and sells for a mere $110,000.

Ford Motor Company unveiled its new Thunderbird concept car, scheduled to debut in showrooms across the country in early 2000. Ford executives were very close-mouthed when I inquired about the price of the car. Noting my "press credentials," they danced around the question! My guess is that the cars will be priced in the $33-35,000 range.

I, also, had the pleasure of meeting Edward Herrmann, the well-known actor whom you see doing Chrysler Corporation television commercials. He was exhibiting his 1958 Aston Martin DB2/4MKIII coupe (aka the infamous "James Bond car"), and won a blue ribbon in his class.

Ferraris were in abundance, and my favorite was the 1949 Ferrari Barchetta, similar to the Ferrari on permanent display at the Museum of Modern Art in New York City. Dozens of Roll Royces and Bentleys were prominently displayed, including actor Tony Curtis' Rolls Drophead convertible. A 1931 P-ll Rolls, with a WWII Merlin aircraft engine, sounded like a fighter plane taxiing around the 18th Green.

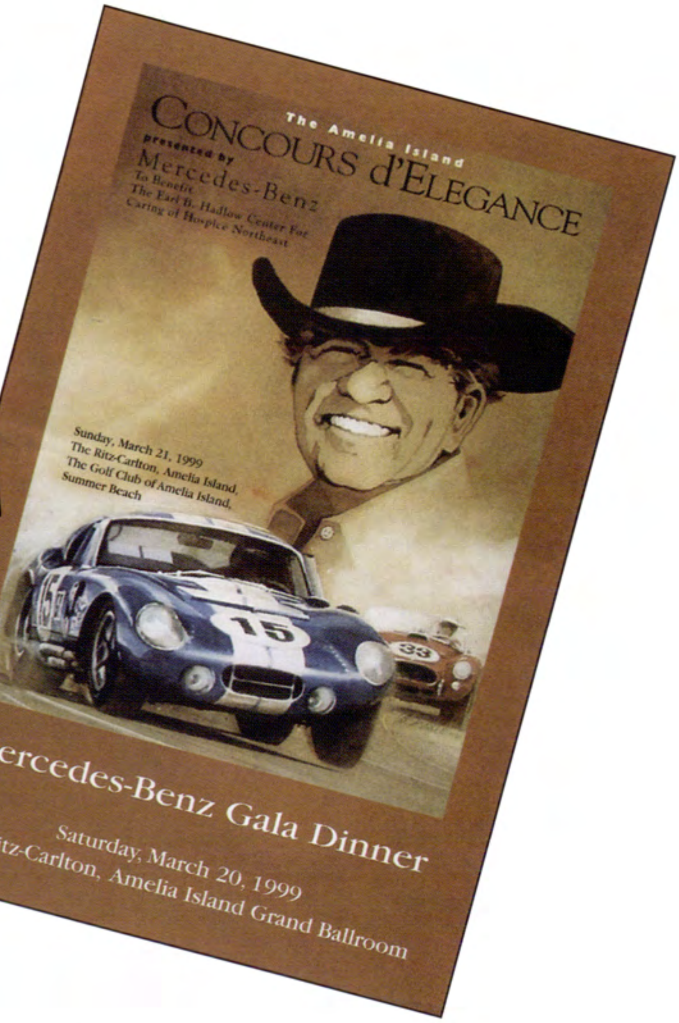
Another eye-catcher was a yellow Packard Victoria convertible, one of only eleven known to exist in the world. There was a 1963 Lightweight Jaquar E-Type, one of only twelve ever made, that had been raced at Sebring and Laguna Seca. The powerful image of a 1966 Ford GT-40 brought back images of a first, second, and third place American finish at the 1966 twenty-four hours of Le Mans.

1938 Delage "Best of Show".

The American Classic Award was given to a stunning 1937 Cord 812 Coupe. A dark blue 1949 Kurtis roadster won the Chairman's Choice Award, while a 1938 Delage took the Ritz Carlton-Amelia Best in Show.

The 1999 Amelia was an elegant gathering of cars, stars, and outgoing automobile enthusiasts who totally savored the elegant automobiles exhibited. The judges, who included Pete Brock of *Road and Track* magazine, evaluated the 200 cars by classes. Exterior, interior, engine compartment, presence, racecar additions, and even tie-breakers were considered, with 625 total points being a perfect score.

Next year's Concours is already being planned, and I do hope you will attend, as I plan to do so. For more information, call 904-636-0027, or 1-800-811-8448, or Fax 904-731-5004.


The Amelia Island
CONCOURS d'ELEGANCE
presented by
Mercedes-Benz
To Benefit
The Earl B. Hadlow Center For
Caring of Hospice Northeast
Sunday, March 21, 1999
The Ritz-Carlton, Amelia Island,
The Golf Club of Amelia Island,
Summer Beach
15
33
Mercedes-Benz Gala Dinner
Saturday, March 20, 1999
The Ritz-Carlton, Amelia Island Grand Ballroom

There is also a website, classiccarshow.com. Look forward to seeing you there!

the Start of a Summer of Stainless Steel Car Shows and Gullwing parades

By Mike Hanley - Sherman Oaks, California • With minor additions by Hank & Mimi Breer
Photos by Mike Hanley, Mimi Breer, Jim Hales, Hank Breer and Don Sigler

DeLorean with Spitfire at the "Wings & Wheels '99" show in Santa Monica.

The theme was “Lasso the Moon,” and most of us didn’t quite know what to make of this. So we went ahead and decided to decorate our cars in the typical spirit of the West, which the Monrovia Days parade has kept on and off as a theme over the years. Much later, we found out that it really was a blending of the traditional western theme and an acknowledgment of the 30th anniversary of the moon landing. Hmmmm.

The author with 2nd place Driver's Choice Award in the Special Interest 1975-Present category.

It was a cool and cloudy day in the town of Monrovia, California. We started off with a free (to participants) community pancake breakfast at one of the local churches then proceeded to decorate our gullwinged beauties. I think we all had raided the party stores for most of the cutesy western decor we could find. Some cars had steer horns and an inflatable cactus (us). Others had western style streamers, and even a real saddle mounted on the hood topped with a teddy bear in western attire. But no moon landing stuff.

As the parade organizers gave us the go ahead to move into position, we all donned our cowboy hats and scarves, shined our spurs, and saddled up in our gleaming stallions. A short but friendly parade brought out six DeLoreans that day and the three who decided to stay and display their cars in the car show all received special trophies including the warm appreciation of the parade organizers.

Continuing our fun-filled summer, two weeks later, we managed to gather twelve DeLoreans for our largest event this year, the Memorial Day Parade in La Cañada/Flintridge. We met early in the morning and caravaned our cars to the formation area. What a sight to see twelve DeLoreans on the road that day. As a new owner myself, I found it quite amusing seeing the reactions of people pointing out the rarity of seeing a couple DeLoreans at once, then being shocked to see more keep coming!

Some of us went for the simpler decor while others went overboard. Another wonderful day as eleven red white, blue and silver cars (and one red, white, blue and black car) snaked down the streets of La Cañada, the Association banner displayed prominently on the lead car as if to say, “There are more of us out there than you think”.

A few weeks later on Sunday, June 13, we headed to our next endeavor, the “Wings and Wheels ’99” air and car show at the Museum of Flying at Santa Monica Airport. After some pre-event discussions with the museum as to whether the DeLorean is classified as a British car, two of our babies did manage to make an appearance.

The real treat came as we realized that we had been given the spot of honor inside one side of the

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TITANIC
LIVERPOOL

Part of the carnival at the Monrovia parade.

the Start of a Summer of Stainless Steel Car Shows and Gullwing parades

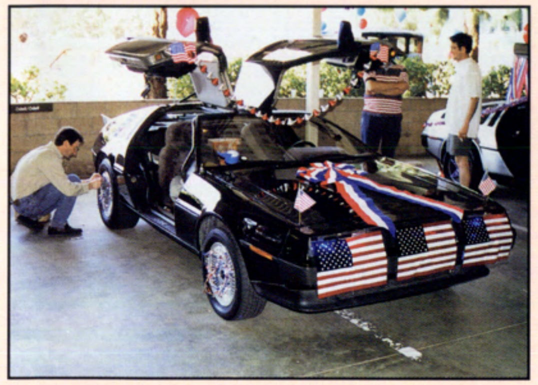
museum on the carpeted display floor. (The other side was reserved for the Rolls Royce Club). While all the other cars roasted out on the hot tarmac, the DeLoreans and Rolls were inside in the shade and air conditioned comfort of the museum.

The event attracted a large turn out of British cars (about 250). A ride in a 1943 de Havilland Tiger Moth bi-plane was also a highlight as well as several fly-bys from the Spitfires and a Hurricane. As the day drew to a close, a wonderful moment for picture taking appeared and we seized it. The barricades around one of the Spitfires had been taken down so Hank Breer and I zipped our cars out in front of it on the runway and snapped away. It was truly a fine example of classic wings on both modes of transportation!

Now for the double-decker: Father's Day weekend, Saturday, June 5th and Sunday the 6th. The 25th Annual Great American Irish Fair and Music Festival at Santa Anita Racetrack on Saturday and the Milestone Father's Day Car Show on Sunday. The short trek out to Santa Anita began with breakfast at Denny's then a three DeLorean caravan over to the track. But, the Fair was much more than just a car show.

l to r: Matt Wiedle, Darcy Sang, Mike Hanley, Carlos Larkin, and Kirk Dunne all on the author's car at the Monrovia Parade.

A '59 Shamrock, another Irish car, at the Irish Fair at Santa Anita Racetrack.



David Pannish decorating his black DeLorean for the Memorial Day Parade in La Cañada.

There was live entertainment, historic re-enactments, games, food, and of course lots of beer. In other words, it was a Renaissance Fair for Leprechauns, complete with three green fountains. Our participation seemed small in comparison but nonetheless a huge number of people attended. The car show portion of the fair included Southern California Model A owners (was Henry Ford in Irish?), our three DeLoreans, and a very rare Irish-built car called a Shamrock. Appropriately painted in clover green it looked more like a hideous fiberglass 4-passenger mutation of an '55 Thunderbird than anything else.

The day was hot and we had all grown weary but our spirits were still good until we tried to get a jump on the crowd and leave early. Miscommunication between the higher ranks of the fair committee and the racetrack had given us the notion that we would be able to leave at 5 p.m. instead of waiting until the fair closed at 7 p.m. But one thing led to another and we were trapped until we got an escort an hour and a half later. Despite this inconvenience, we all sucked in our guts and kept showing off the cars. Will we be back next year? That is a question that remains to be answered.

The events that happened the following day more than made up for any unpleasantness the day before. The Milestone Father's Day Car Show held every year on the campus of California Lutheran University is an amazing show of automobile spectacle. The event coordinators spared no expense in making it nothing less than perfect. The theme was "100 Years of Automotive History". They had some vehicles arranged in a grotto-like area on the grass next to a small stream grouped to depict certain eras. I was asked to have my DeLorean on the field in the "Gas Crisis to Present" area alongside a Ferrari 308 (like Magnum PI's) and a very rare, purple Lamborghini Miura.

The other DeLorean (Hank and Mimi Breer's) was placed up on the hillside. It was a disappointment being separated but not an ounce of camaraderie was lost. Hundreds of cars of all makes and models showed up. The Shelby Cobra Club was there along with the Corvettes, muscle cars, custom cars, hot rods, etc. All covered the hillside as many fathers and families absorbed their presence.

Over 70 awards were given at the end of the day and these were not just your typical trophies with a random car stuck on top, but a hand-cut crystal bowl, etched with the winning category. It was very nice indeed, again sparing no expense. In our category (Special Interest 1975-Present), I received the 2nd Place Driver's Choice Award. It was presented to me by Miss Westlake Village 1999 which was a nice touch and made things a bit more formal and fun. The Concours winners actually drove up to receive their awards.

All in all, it was a great, exhausting and fun two weekends with their ups and downs. It's been a busy start to the summer but the enthusiasm among owners and friends alike never wanes. Until the next outing...happy motoring!

IS YOUR DELOREAN CONSIDERED HISTORICAL?

It has come to our attention that some states have given the DeLorean "Historical" status. With this designation, we understand that, in some cases, annual registration costs are lower and smog inspections are waived.

If this is the case in your state, please let us know and we will publish a list of the complying states so that other members can take advantage of it. If you are not sure of your state's compliance, it might pay you to call them and find out.

Please send any information you have regarding this to:

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TENNESSEE 1081
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ONTARIO 186 YDS
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ODD 81
ARIZONA DFUNCT
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DELOREN
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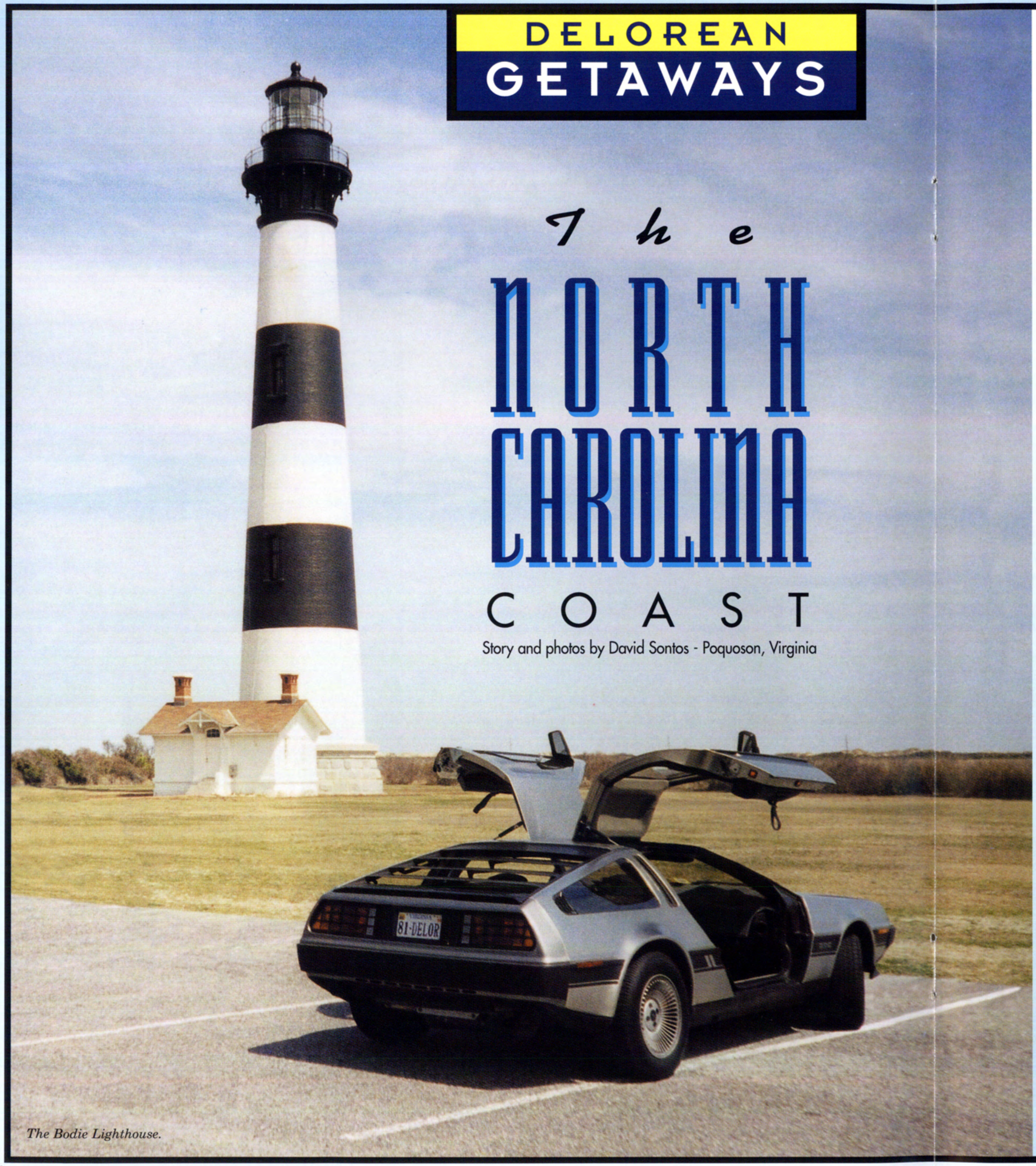
DELOREAN GETAWAYS



The NORTH CAROLINA COAST

Story and photos by David Sontos - Poquoson, Virginia

The Bodie Lighthouse.

There's only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off. This tends to mob the popular resorts on Fridays, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.

After reading the last DeLorean Getaways section, I thought "why do we only read about people traveling with their cars on the West Coast?" There is life here on the East Coast, too.

With a week's vacation coming up and a DeLorean part I needed to get from Bob Miller in Durham, I announced to my wife I was driving down to Durham, North Carolina to pick up the part and then out to the coast for a couple of days. Of course, she wanted to come along.

After making sure our two teens knew where the cat food was in the cupboard, we departed for Durham. (The cat food was for the two cats). This was the maiden flight of VIN 02573 since her rejuvenation so I was a bit nervous about this whole trip. I picked up a small toolbox from K-Mart and tried to think of every tool I might possibly need. Then I cut the list in half and everything fit.

After about 30 minutes on the road, I noticed that the front end seemed to be shaking a lot when I got up to 65 MPH. If I kept it under that, it was fine. (Turns out I lost a wheel weight which made one wheel out of balance). The weather on the road was perfect, 70 degrees and sunny and traffic was light all the way to Durham. We took Rt. 58 West to Rt. 85 and headed South, finally arriving at Bob's around 1:00.

After loading my new part and a brief visit, we headed off to the coast. What looked like a two hour drive on the map turned out to be four, somebody kept putting up 35 and 45 MPH signs in all the small towns we passed. On the way to the coast, a black Corvette pulled along side revving his engine to see if I wanted to play. I smiled and pointed to my wife and he waved and left me in the dust. Sometimes it pays to keep em' around. We finally arrived at the First Colony Inn in Nags Head around 8:00 p.m.

The First Colony Inn is a Bed & Breakfast inn that was renovated after being relocated from its original site to its present location in 1988. The exterior of the inn was returned to its original appearance with cedar shakes and two stories of surrounding verandas. The interior rooms were completely renovated and modern conveniences were added. Each room contains English antiques and a private tiled bath with fluffy towels on a heated towel bar. Television, telephone, refrigerator, microwave, and coffeepot were included with our room. Luxury rooms include wet bars or kitchenettes, some also have Jacuzzi whirlpool tubs, sitting rooms, or private screened porches. There is a full size swimming pool although it was not yet open, and a boardwalk directly to the ocean with a gazebo on the dune where you can sit and watch the ocean birds. You can read, play games or work on a jigsaw puzzle in the inn's complete library.

After a delicious breakfast in a modest breakfast room with white linen tablecloths on the tables, we headed out to Kitty Hawk to visit the site of the

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DELOREAN GETAWAYS

Wright brothers' first flight of a powered aircraft. It was about a twenty minute drive out to Kill Devil Hills to the great dunes. As we passed the dunes, we could see the hang gliders launching off from their tops. At the Visitors Center, we listened to a presentation by the Park Rangers on the Wright brothers' history and later walked through a small museum that showed some of their developments. Later we took a walk in the field where the original flight took place and then up to the monument at the top of the Big Dune. Because the dunes were made of shifting sand, exotic grasses were brought in to stabilize them. In fact, you are asked to only walk on the paths so as not to damage the tundra.

The author in front of the Wright Brothers Monument at Kitty Hawk.

A replica of the Wright airplane in the museum.

We climbed back into the car, carefully leaving the doors open that extra few seconds to catch those double takes, and headed out to the Bodie Island lighthouse. It was about a half-hour drive down Rt. 158 to the Bodie Island Visitor Center and Nature Trail. The Bodie Island lighthouse is actually the third in a line of lighthouses constructed on Bodie Island. The first lighthouse had a former Customs official as the projects overseer who ordered an unsupported brick foundation laid in spite of the engineer's recommendations against it. Two years later, the lighthouse leaned so far, it had to be abandoned. The next lighthouse was constructed to specifications and stood tall and proud until the Civil War when it was blown up by the Confederate Army to prevent the Union forces from using it as an observation post in 1861.

After the war, the coast was dark for several years until 1871 when the new site was purchased for $150. The lighthouse was electrified in 1932 which ended the need for an on-site keeper. The Keeper's Quarters have now been renovated and are used as the ranger's station. Next stop, Hatteras.

It's about 60 miles down Hatteras Island to the village of Buxton where the Cape Hatteras lighthouse is located. This is the tallest brick lighthouse on an American coast at 208 feet high. The lighthouse's distinctive spiral black and white stripes set it off from the other east coasts lighthouses. In 1797, Congress recognized the need for a navigational aid in the vicinity of Diamond Shoals at Cape Hatteras, North Carolina, and authorized the erection of a lighthouse. The first lighthouse was completed in 1803 and stood about one mile inland from the ocean beach. It was considered less than satisfactory from the time it first came into service, as it was only 90 feet high, and the light was inadequate. In 1854, its height was increased to 150 feet, and a Fresnel lens, the best available, was installed. However, problems with the structure persisted. Inspections in the late 1860's showed growing cracks in the sandstone, so construction of a new lighthouse was recommended.

The First Colony Inn.

Irene in the car in front of the Cape Hatteras Lighthouse.

The second (and existing) Hatteras Lighthouse was activated in December 1870, and the original structure was razed. The new light was located 1,500 feet from the water's edge. With its distinctive black and white candy-cane design, it soon became a landmark of the Carolina coastline. It has served as a primary navigational aid for mariners rounding the treacherous Diamond Shoals ever since.

Because of continuing shoreline erosion, the lighthouse is being moved further inland. In fact, all extant buildings have been moved to the new site already. The lifting of the lighthouse is expected to begin in late May, early June, and the moving is to begin in mid June.

We drove back to Nags Head, leaving the Hatteras lighthouse in the sunset, and headed for the Marina restaurant. I ordered the grilled tuna and my wife had the grilled salmon with wine sauce. Being the off season, we had the best seats in the restaurant. Right next to the window overlooking the entire marina. We finished off our dinner with a cup of decaf and headed back to the inn.

As we were packing up the car and getting ready to depart for home in the morning, three other guests were also at their cars packing and came over to admire the DeLorean. We exchanged some small talk and one asked to hear the engine. Being my usual, casual self I went to swing down into the car and banged my hip into the doorpost. Regaining my composure, I inserted the key and turned it. No start. Tried again, no start. My self-composure was beginning to dwindle. Tried a third time, no start. Smiling

continued on page 24

DELOREAN GETAWAYS

weakly, I said these things happen and I would need to check some wires. The three then smiled politely and left to continue packing their cars. What could have happened? The car was running fine the night before. I pulled off the electrical cover and checked the fuses and jiggled wires. Then it hit me, I had turned on the built-in DeLorean anti-theft device last night when we returned back from dinner. I reset the inertia switch* and hit the key and it started right up. It was time to head for home.

I hoped the kids remembered to eat.

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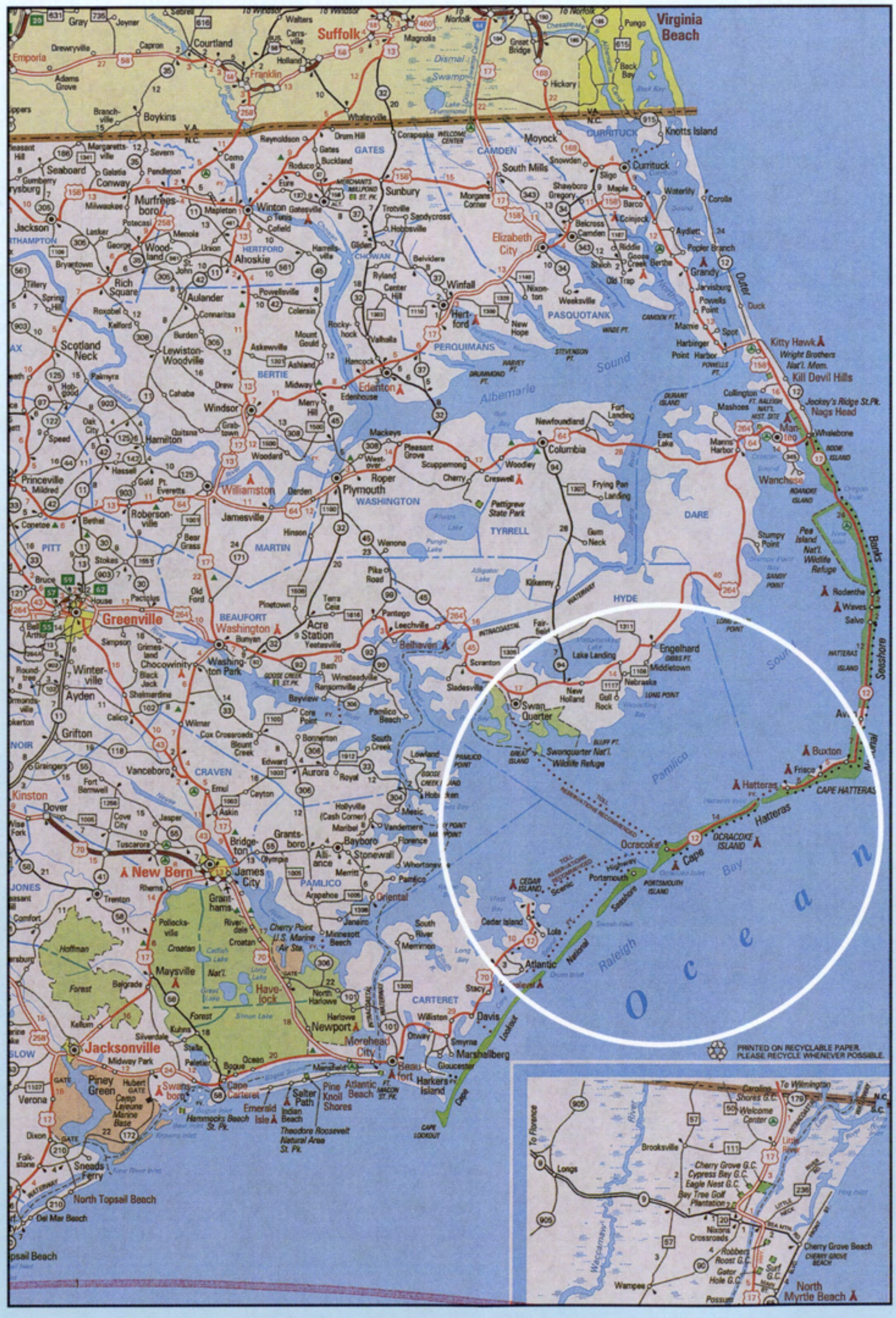

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We do not recommend this procedure because the inertia switch is a safety device which can be damaged by doing this.

A DELOREAN GETS KICKED on ROUTE 66

Story and photos by David Knudson

It really was a great weekend. April 30-May 2, the Arizona Route 66 Association held its annual "Fun Run" down 150 miles of Route 66.

Cars that showed up tended to be Detroit Iron from the 1960's back to the 1940's, the heyday of the "Mother Road". Thanks to the TV series of the 60's "Route 66", Corvettes dominated the collection with hot rods and customs coming in second. Over 700 cars came from all over the country and Canada to show off what had to be tons of chrome and metallic paint.

The highlight of the three day event was a car show along Andy Devine Blvd. (Route 66) in Kingman.

The car on display in Kingman, Arizona gets sparse attention.

A new roadie and two old ones in Hackberry, Arizona.

At the deserted Harvey House on Route 66 in Needles, California.

Although Mary Lou and I were really going there on business, we thought it might be fun to drive the DeLorean to the Run and enter it in the big show. Once again, I point out that a well maintained stock DeLorean is very comfortable to drive long distances and, even in hundreds of miles of Mojave Desert heat, it will run cool. We didn't have a single problem.

Nearly all of the entries in the show were very nice. We entered in the "foreign" category which had very few entries so I thought we might do well. After all what is more intriguing than a DeLorean? Right? But, while I was cleaning the car, getting ready for the judges, a young man asked me, "Is that the DeLorean down the street?" I soon found out that less than a block away, a DeLorean had been in the window of a used car dealership for over a year. This removed a lot of the intrigue, particularly when many others asked me the same question. Obviously, Kingman residents had seen it over and over again begging to be bought.

But, chin up, rags down. The first judge approached and looked at our gleaming DeLorean quizzically. "There's no paint on this car, so I can't judge the quality of the paint. That means you'll loose 20 points." He'd marked my sheet and moved on when I realized there really was a little paint on it. Oh well.

Shortly after that, the second judge came by and said, "Can't judge your chrome because you don't have any. Have to deduct 10 points."

Well, there was only 100 possible points. We lost another 10 because we had no "vehicle presentation". In other words, we didn't have trophies, cardboard juke boxes or any other stuff surrounding the car. I did well on everything else, but we'd lost so many points, a rusty Henry J could have walloped us and probably did.

In summary, we had the unique experience of showing our DeLorean to numerous people who were simply bored with it and then we were beaten soundly by nearly everyone. At least, we got 4 out of a possible 4 points for our tires.

We're through. Your fingerprints were on my DeLorean.

DELOREAN ONE ...only for DeLorean lovers.

88 MPG

By Kyle Franklin – Neosho, Missouri

Editor's Note: As a worldwide organization whose purpose is to support a high quality marque, we encourage people to maintain the original integrity of the automobile rather than altering or transmuting it. Therefore, we rarely run articles on projects like these. However, now and then, one is so odd or extreme that it is simply too newsworthy to avoid. That is the case with Kyle Franklin's project. Some of you may think what he has done is brilliant. Others may consider it butchery. You be the judge. In any case, the Association does not recommend you perform any of these alterations.

I guess you would call my DeLorean, a one of a kind. This '81 DeLorean Vin 2893, is equipped with smoke screen, oil slick, missiles, paint-ball machine guns, tack drop, and a massive flame-thrower.

The four-foot-long, six inch round flame thrower uses a jet heater core as an igniter and runs off the fuel from the injection system. Burning up to a gallon a minute, it's driven mainly by air flow through the tub. The faster it goes, the more fire is it releases. We first tested it in the winter of 1997 and found that with no air (car parked) the flame-thrower releases almost 6 feet of fire. However, at 100 mph, the fire is extended to almost 25 feet from the rear fascia. Needless to say, the gas mileage isn't all that great.

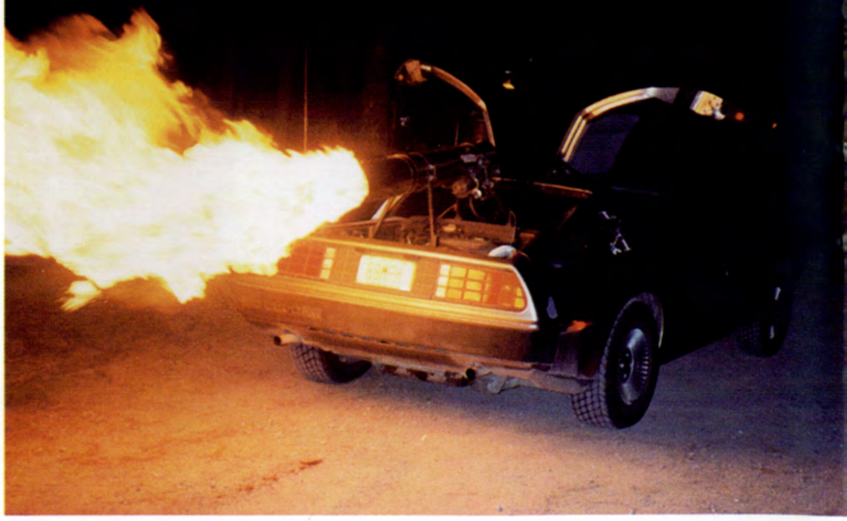
We are now in the process of building a new flame-thrower for 2000. We have extended the tub, put in a better igniting system, and hope that it will produce more then 30 feet of fire.

Other features on this wild car include a 600-watt stereo system, neon lights inside and under the car, strobe lights, and a Viper alarm with a 20,000 volt anti-theft system. The 20,000 volt coil sends the electricity through the stainless steel and will arc a half inch off the body. I know, because I had to test it myself, but it helps keep the finger prints off.

I guess you could call it a genuine James Bond car. I actually got most of my ideas from the old arcade game "Spyhunter", as well as from the James Bond flicks.

Every year we come up with something new. For the past 4 years we've been trying to get wheels to rotate like the "DeLorean" in Back to the Future 2 while still being able to drive the car. We're closer; maybe a few more years. If anyone has any other ideas for me, no matter how crazy, drop me a line at:

Kyle Franklin
P. O. Box 152
Neosho, MO 64850



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The professional restoration of a DeLorean is no small task, requiring many hours, years of experience and the access to the proper parts. The process begins usually with a phone call from a DeLorean owner, sometimes from an owner who realizes their new purchase needs more work than they expected, sometimes from an original or long time owner who remembers how their car was when they first got it. Either way, they want it right,and they want the job done properly.

The customer will often bring their DeLorean to us themselves, but if they desire, we will arrange transportation of their car to our Houston, Texas facility. Before we begin our inspection, we've listened to the owner tell us what they want, because, after all, it is their car, and they are the ones in control of the restoration. The DeLorean is then washed, so as not to disguise any blemishes that may be lurking. Stephen Wynne personally goes over the car thoroughly, checking the body, drivetrain, electrics, suspension and interior. Between the visual inspection and the road testing, an average of 4-6 hours is spent on the pre-restoration checklist. Occasionally, a problem appears that must be diagnosed. Either way, there is no guesswork involved - we've worked with the DeLorean long enough to know what you need, and what is required to do the job.

After the inspection is complete, the checklist is converted to an estimate, where our seventeen years of experience with the DeLorean works to the owner's advantage as we compute labor times. Our parts inventory includes the world's largest supply of DeLorean parts, which means the best selection for the restoration project.

When the estimate is complete, we'll fax, mail or email a copy to the owner, and then followup with a phone call to discuss the findings and let them decide what should be done. We'll recommend areas where safety or reliability is an issue, but the final decisions are always left up to the client.

Follow along as we continue this series to completion, or if you can't wait to see how it ends, call us for details on how we can personalize this story just for you.

MILLENNIUM

The Delorean Motor Company Concours

In conjunction with the DeLorean Owners Association Expo in St. Louis, Missouri, DeLorean Motor Company has organized and is hosting "Millennium", a concours and car show to be held October 9, 1999 at the Regal Riverfront Hotel.

A proper concours judges automobiles on originality, correctness, and attention to detail. In this regard, **"Millennium: The DeLorean Motor Company Concours"** will be unlike any other DeLorean show or concours ever organized. Using documentation from the original DeLorean Motor Company, there truly will be no more prestigious event than "Millennium".

Only five cars will be accepted per class, and all potential entries will be pre-qualified to ensure that only the highest caliber DeLoreans are participants in this event. The classes are as follows:

- 1981, or DeLoreans with VIN's ending BDXXXXXX
- 1982, or DeLoreans with VIN's ending CDXXXXXX
- 1983, or DeLoreans with VIN's ending DDXXXXXX
- Peoples Choice, for non-stock or modified DeLoreans, all years
- Millenium Award, for previous winners of a DeLorean Owners Association concours

Registration is open to any DeLorean owner, regardless of club affiliation. To apply for entry into the most prestigious of DeLorean events, contact John Truscott at the DeLorean Owners Association (805) 964-5296.

To pre-qualify, or for more details about **Millenium: The DeLorean Motor Company Concours**, contact James Espey or Stephen Wynne at the numbers below, or visit our website for up-to-the-minute details.

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Call us or check our website (www.usadmc.com) for complete details!

The Hardcore Stuff

I'm one of those guys that gets all misty eyed over bolting on the latest improved gizmo on my DeLorean(s). I lay awake some nights (honestly!) figuring out which way to make, modify, revise, rebuild or otherwise change just about any part which doesn't work as well or last as long as I think it should. We are introducing a "hardcore series" parts line that are engineered and guaranteed to last longer than the competition's. You will only find them here.

Our engineers share the same passion for the car as you and I because they're also DeLorean owners. To ensure our visions become reality I hound the machinists, the platers and the manufacturers like a fly on something sticky until they get the details right.

The parts described herein are a direct response to feedback we receive from owners like you and the ultimate user, of course, your "D". When you purchase any part described as "HC" or "HCR" from us it means you get a three year, unlimited mileage warranty. I'd also like you to know that the part has been redesigned to standards that should allow it to last a lifetime.

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HCR Series Speedo Angle Drive

The undoable is done! Miracles can happen! For the handful of owners who have never experienced speedometer failure an explanation is in order. DeLorean speedometer angle drives can break . . . . overnight . . . . while you sleep!

New angle drives are still available but they have a few inherent flaws. Our testing revealed that the gears are only slightly harder than "JELLO". The pressed in cable would also be more reliable and serviceable if it were easily removable. Finally the lubricant used has the consistency of wax. Here are the changes we made.

- Hardened Type 416 Stainless Gear Set
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106130HCR	Rebuilt Stainless Angle Drive	**$164.75**
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(Core charges refundable upon return of rebuildable cores)

HCR SERIES PARTS

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The original clutch master cylinder is fairly reliable. All it needs is a fluid change every two years or so to remove the moisture and contaminants that cause corrosion and seal failure.

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Note: A worn actuator rod clevis will decrease core value by $20.00

HCR Series A/C Mode Switch Diagram

A/C mode switches tend to stiffen over time and shear the locating tabs allowing the rubber diaphragm to distort and leak. Eventually they start to hiss when turned off and get stuck in one mode. This new diaphragm allows to repair the switch properly and save money at the same time. Here are the advantages of this product.

- Diaphragm revised for less Distortion and Longer Life
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111752HCR	A/C Mode Switch Diaphragm	**$25.40**

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1982 DeLorean – 5 speed; Vin # SCEDYT26T4CD010345. Original owner 20,000 miles, always garaged. All service records. Looks great. Gray interior. Phone: 310/374-8090 or e-mail MISCMOMS@aol.com Price $22,500.00

DELOREAN, 1981: Twin turbocharged w/catalytic converter, automatic transmission, lowered 2" ground effect skirts, rear and front air spoiler, headlight and taillight covers, dark grey interior, all updates, 12,000 original miles. Like new. Sales literature, all manuals, all factory updates/bulletins included. Also have spare NOS left front fender and other NOS parts. $25,000. Without fender and parts, $22,500. Offers. Bob Welsch 630/628-8868

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CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 16, No. 4........October 1, 1999
Volume 17, No. 1 ....January 1, 2000

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DELOREAN
READY FOR TAKE-OFF

Story by Robert Lamrock - Belfast, No. Ireland • Photo by Pat McGuigan

It's not every day that you get a call from an international airport asking if they could borrow a DeLorean — well, that's exactly what happened to me. Belfast International Airport was facilitating Thomson holidays with a publicity photo shoot to advertise their latest brochure and I agreed to help them out for a nominal fee of $150.

It was a dry bright Sunday morning when I drove up to the airport and as a policeman advised me to wait at the security barrier which led onto the runways, I gave the car a last minute polish. I was escorted through the gates by one of those jeeps that has flashing lights on it, and was told to keep my hazard warning lights on. We drove past all the jets parked on the apron and after a quick check with air traffic control, it was straight on to the main runway!

The photographer jumped out of the jeep and set up his equipment, a remote flash and camera on tripod, but the best was yet to come. Joanne Salley, the current Miss Northern Ireland had also agreed to take part. She slipped out of her heavy overcoat and stood posing for the camera in front of the DeLorean. "Hurry up", shouted the airport administration man as he listened to his walkie talkie, "there's a 737 due in ten minutes!" Two rolls of film later and we had to leave the runway.

Joanne was really taken by the car, so I agreed to let her drive it off the runway back to the main apron. Regrettably the speed limit imposed by the civil aviation authority is only ten miles per hour so there wasn't as opportunity to open the throttle.

More photos were taken beside the main terminal building - you should have seen the looks on the faces of passengers arriving and departing. Twenty minutes later and we were finished, I got home just in time for Sunday lunch. But next time I'm on the runway I must remember my passport - you just never know where I might have ended up!

REVISED CLASSIFIED ADVERTISING INFORMATION

Classified advertising is available to DeLorean Owners Association members only. **The rate is 40¢ per word and you must pay in advance for at least 4 insertions of the same ad.**

If your advertised item sells after the first insertion and you notify us, we will refund the cost of the remaining insertions.

Example: 40¢ a word x 50 words = $20.00 x 4 insertions = $80.00, less refund if applicable.

PHOTO ADS: We are now offering photo ads in the classified section. Black and white photos of your advertised item can be added to your ad in your choice of 2 sizes - a single column version at 2 1/4" wide and a double column version at 4 5/8" wide.

The single column photo is an additional $50 and the double column photo is an additional $100 each time your ad runs.

Send typewritten copy, a clear photo and your membership number to James Hales, 2651 Altamira Dr., West Covina, CA 91792. For questions: Phone/Fax (626) 965-5190 or e-mail advertising@delorean-owners.org

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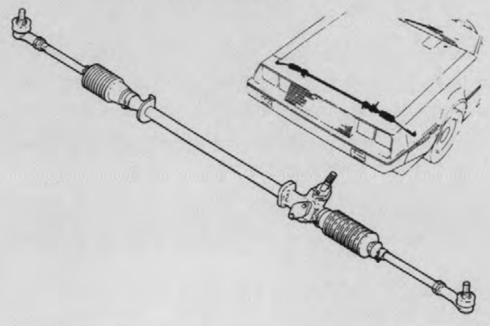

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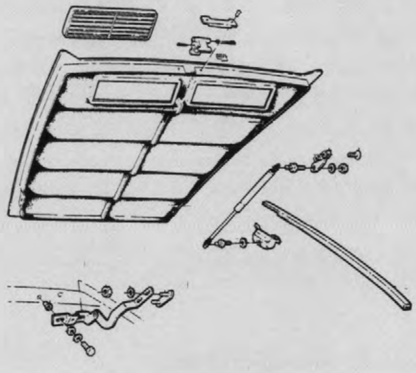

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DeLorean Expo '99

By Linda Porter,
President/Activities Director

Oktoberfest, Expo '99, is just around the corner. Plans are set for the yearly gathering of DeLorean owners and enthusiasts. St. Louis, Missouri, and the Regal Riverfront Hotel will be the site of this year's gathering, scheduled for October 7-10, 1999.

Earlier this summer, I returned to St. Louis, to finalize some plans. Having made much of the planning by phone, it was a pleasure to speak face-to-face with those people who will play important roles come October.

I had a chance to cruise the Mississippi River on the Tom Sawyer paddle wheel boat. I enjoyed the prime rib dinner, Dixieland music, and a chance to relax while watching the river flow by. Some of you may have had the chance to see the photo of Marcie Haug and me, taken that evening as we boarded the boat. Ray Haug, our Internet Director, posted the picture on the DeLorean Owners Association web page. Expo attendees will also have a chance to pose for a picture when we take the same tour on October 7th.

Two days were spent driving through the Missouri River countryside, getting our route finalized for the rallye planned for October 8th. A visit to the Daniel Boone home, and lunch in the wine country, convinced me that the choice of routes for the drive was a good one. Rolling hills and farmland are always something I enjoy seeing, and the road seems perfect for our drive. Antique buffs will find several shops worth visiting in the small towns along the route. And of course, many of the wineries will be open.

As I've reported before, we will have a private party at the Gateway Arch Friday evening, October 8th. This is a monument visible for miles, and it's across the street from our hotel!

Saturday, October 9th, will be a busy day at our hotel. Concours, People's Choice Car Show, Technical Seminar, Products Fair, shopping trip to Union Station, and gala evening banquet are your choices on that date. Bring your walking shoes, and your dancing shoes … you'll want both pairs.

I was pleased with the quality of the food served in the Regal's several restaurants. Especially impressive is the brunch served at The Top of the Regal. While the restaurant slowly revolves, patrons can choose from a multitude of breakfast and lunch selections. I was thrilled to see an ice sculpture towering over a mound of shrimp, mussels, and oysters. Was it the sculpture, or the shrimp?

It's not too late to make your reservations for Oktoberfest in St. Louis. Mail or fax your registration form today. Or sign up on-line at the Association's web site, www.delorean-owners.org

I look forward to seeing you there. You can recognize me; I'm the one hanging out at the ice sculpture, gorging on shrimp.

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MISSION STATEMENT FOR THE DELOREAN OWNERS ASSOCIATION

The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

NOTICE!!!!

The Association is offering $100 to the author of a "DeLorean Getaways" article. A one year Association membership is offered for any other feature-length article that is published.

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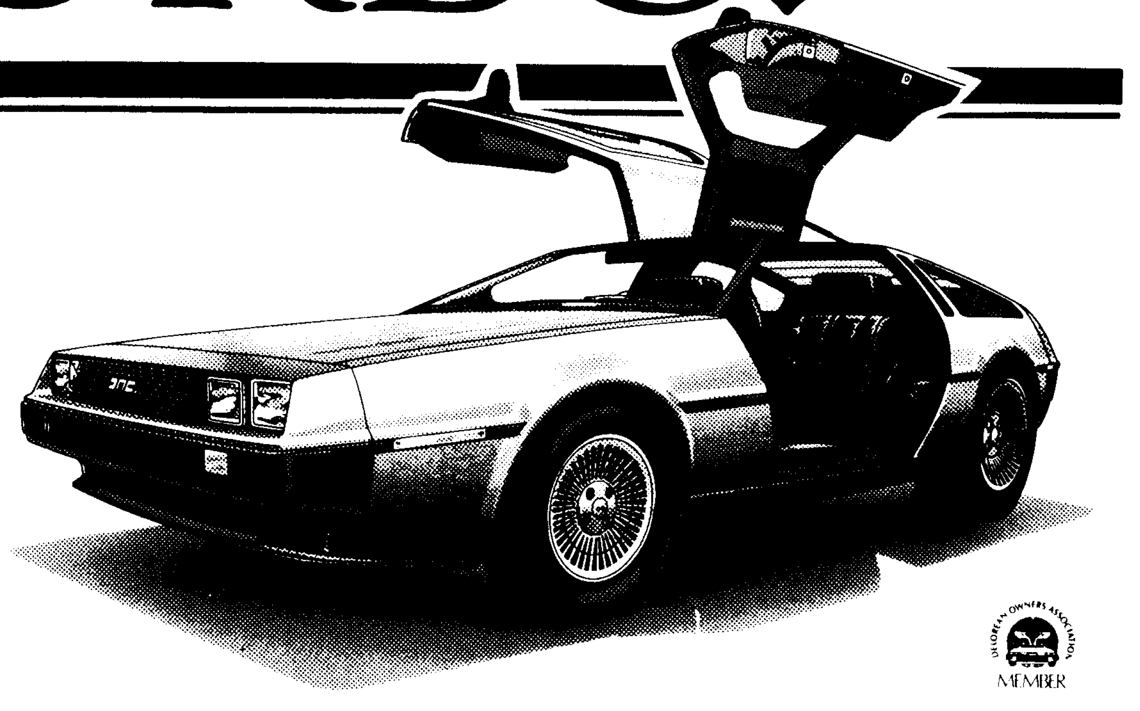

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